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John R. Cooper
TRANSPORTATION DIRECTOR

March 22, 2011

The Honorable James R. Steele, Sr.
Mayor, City of Stevenson
104 Kentucky Avenue
Stevenson, Alabama 35772

**Subject: Annual Inspection Report
Stevenson Municipal Airport**

Dear Mayor Steele:

An inspection of the Stevenson Municipal Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on March 15, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets the requirements for a Daylight/VFR license. The Airport Facilities Directory has the airport listed as closed to night operations. The airport must remain closed to night operations until the runway lighting has been repaired and meets licensing requirements.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

John C. Eagerton IV, D.P.A.
Chief, Aeronautics Bureau

Cc: Mr. Rans Black, FAA/ADO

ANNUAL INSPECTION REPORT

MARCH 15, 2011



STEVENSON MUNICIPAL AIRPORT
STEVENSON, ALABAMA

**Annual Inspection Report
Stevenson Municipal Airport
Stevenson, Alabama**

March 15, 2011

TABLE OF CONTENTS

INTRODUCTION.....	PAGE 1
INSPECTION METHODOLOGY.....	PAGE 1
LICENSE STATUS.....	PAGE 2
APPROACH / DEPARTURE PATHS.....	PAGE 2
PRIMARY SURFACE.....	PAGE 4
RUNWAY SAFETY AREA.....	PAGE 4
AIRPORT MARKINGS.....	PAGE 5
WIND DIRECTION INDICATOR.....	PAGE 6
AIRPORT LIGHTING.....	PAGE 7
RUNWAY, TAXIWAY AND APRON CONDITIONS.....	PAGE 8
FUELING AREA REQUIREMENTS.....	PAGE 9
PROHIBITED ACTIVITIES.....	PAGE 9
SUMMARY.....	PAGE 10
APPENDIX 1.....	PAGE 11

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Introduction

Code of Alabama 23-1-357(c). The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the Stevenson Municipal Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on March 15, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

Inspection Methodology

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Plan (ALP) dated March 15, 1999.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

License Status

Code of Alabama 23-1-375(a). ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on March 15, 2011 it was determined that the airport meets the requirements for the issuance of an operating license for **Public Use Daylight/VFR operations only.**

1. Approach and Departure Paths **Administrative Code 450-9-1-.12(1)** (See Appendix 1)

State Licensing Standards

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet (See Appendix 1).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2 & 3).
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

Inspection Results

- Runway 05 is displaced 852 feet to clear lines of trees along both sides of the Approach/Departure Path.
- Runway 23 is displaced 873 feet to clear trees and a power pole in the Approach/Departure Path.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Photo 1



Approach to Runway 5

Photo 2



Approach to Runway 23

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

2. Primary Surface

Administrative Code 450-9-1-.12(2)

State Licensing Standards

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

Inspection Results:

- The Primary Surface meets State licensing requirements.

3. Runway Safety Area

Administrative Code 450-9-1-.12(3)

State Licensing Standards

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

Inspection Results

- The Runway Safety Area meets state licensing requirements.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

4. Airport Markings Administrative Code 450-9-1-.12(4)

State Licensing Standards

- ➔ Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

Inspection Results

- ➔ The airport markings are in poor condition.
- ➔ The displaced threshold markings are made up of arrowheads adjacent the thresholds.
- ➔ There are no arrows leading to the displacement, in accordance with FAA AC 150/5340-1K, Figure 6.
- ➔ The runway numbers are incorrectly placed at the beginning of the runway not the displacement.

Photo 3



Arrow heads at the displacement point of Runway 5

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Photo 4



Runway Identifier of Runway 5 in POOR condition.

Maintenance Required

- ➔ Remark the runway in accordance with FAA AC 150/5340-1K "Standards for Airport Markings".

5. Wind Direction Indicator Administrative Code 450-9-1-.12(5)

State Licensing Standards

- ➔ Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

Inspection Results

- ➔ The wind direction indicator is operational.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Photo 5



Windsock assembly

6. Airport Lighting Administrative Code 450-9-1-.12(6)

State Licensing Standards

- ➔ Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

Inspection Results

- ➔ The airport is closed to night operations.
- ➔ The pilot controlled lighting on CTAF is still operational.
- ➔ The threshold lights are located on the runway ends and not at the displacement points of the runway.
- ➔ There are two threshold lights on each runway end that are not operational. Three are missing and there is one fixture on Runway 23 that is missing a lens.
- ➔ There are 17 missing runway light fixtures.
- ➔ There are 7 additional runway lights that are not operating.
- ➔ There are 2 fixtures with missing globes that are also not operating.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Maintenance Required

- ➔ To reopen the airport for night operations the airport lighting system must be completely repaired and all plans for the lighting reconstruction must be coordinated with the Aeronautics Bureau.
- ➔ The lighting system must meet the requirements of FAA AC150/5340-1K.

Required Action

- ➔ The airport is closed to night operations. The pilot controlled lighting and the existing lighting system must be turned to the OFF position.

7. Runway, Taxiway and Apron Conditions **Administrative Code 450-9-1-.12(7)**

State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

Inspection Results

- ➔ The overall condition of the airport pavement surfaces is in good condition; however the runway has some minor paving joint cracks with vegetation and some minor raveling.

Maintenance Required

- ➔ Cracks should be cleaned and sealed.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

Inspection Results

- The fueling system is currently inoperative and no fuel is available at the airport.

9. Prohibited Activities Administrative Code 450-9-1-.16

State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

Inspection Results

- There was no evidence of prohibited activities during the inspection, although there is unrestricted access to the runway from the airport entrance road.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Photo 6



Uncontrolled access to runway

Summary

The table below summarizes items noted in this report.

INSPECTION SUMMARY

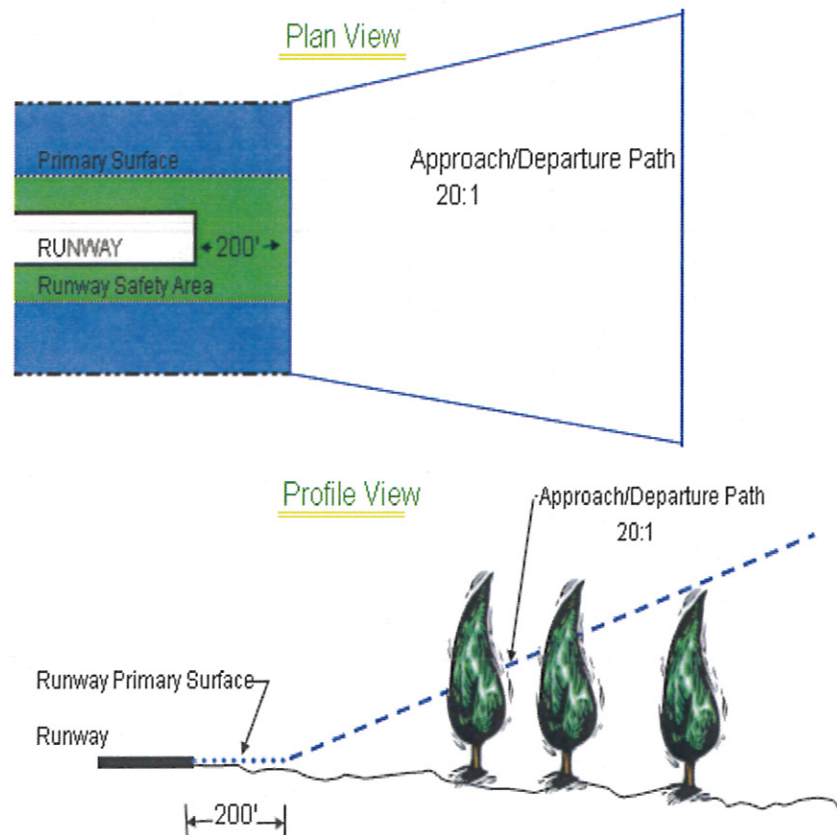
Inspection Area	Violation/Maintenance	Corrective Action
Airport Markings	Maintenance	Remark in accordance with AC 150/5340-1J
Airport Lighting	Maintenance	Repair lighting system
Runway Surface	Maintenance	Clean and seal cracks
Prohibited Activities	Maintenance	A future fencing project should be considered

Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.

Annual Inspection Report Stevenson Municipal Airport Stevenson, Alabama

March 15, 2011

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



Appendix 1